

De Gull Wing

Two Dollars

"FOR MEMBERS ONLY"

July / August
Volume 2, Number 1

OFFICIAL PUBLICATION FOR OVER 2000 DELOREAN CLUB MEMBERS

PLACE YOUR RESERVATIONS TODAY!

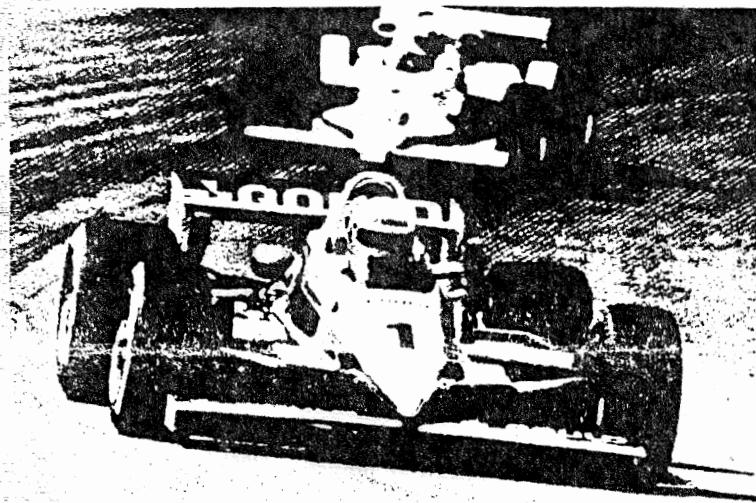
DMCA Hosts 2nd Annual Las Vegas Grand Prix Annual Meeting
October 6-9, 1983

Once again DMCA will be hosting its members to view the Las Vegas Grand Prix Extravaganza from our hospitality suite high atop the Imperial Palace overlooking the Las Vegas circuit.

The most famous names in American auto racing — Andretti, Foyt, Johncock, Mears, Rutherford, Senna and Unser — are coming to Caesars Palace for the first time!

The inaugural Indy Car 200-mile Caesars Palace Grand Prix, presented by Nissan, sanctioned by Championship Auto Racing Teams (CART) as part of the PPG Indy Car World Series, will be run in Las Vegas at the Caesars Palace circuit, Saturday, October 8, 1983, qualifying on Thursday and Friday, Oct. 6 and 7.

The CART Indy Cars will do what they do best — oval track racing — on a newly constructed 1 1/4-mile course at Caesars Palace. The modified circuit will use the pit-straight of the original road circuit and run around the perimeter of the Caesars property. The circuit will consist of 5 turns to challenge the driving skills of the Indy



set. The wide, flat turns will add to the action with room for three abreast racing.

Add to that the 24-hour action of Las Vegas and you've got one of the premier sports/racing action events of the year.

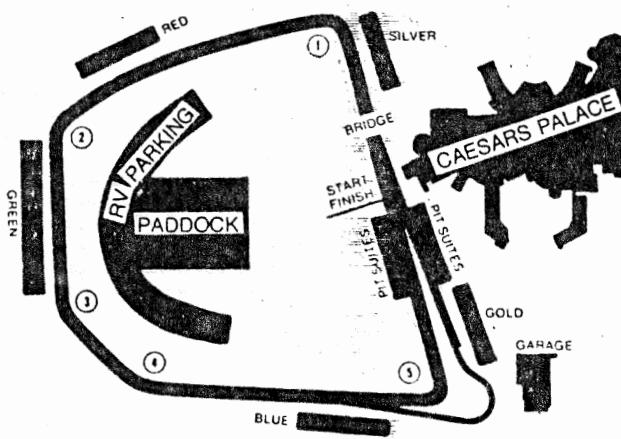
Our sold out group last year had an outstanding time (Jerry, Myrna, Tom, Eral, Lori, Don, Wallace, Ron, Chuck, Carol, Kathy, Phil, Bill, Paul, Dave, Nancy, Cathy, Bob, Frank, Dick, Tom, Diane, Patti, Perry ... who'd we miss?) Rooms at the Imperial are \$75.00 per night, double occupancy with a three night minimum. (\$225.00) (\$300.00 per couple for four evenings) Hospitality suite with a complete

race view, buffet lunch and drinks included each day, Friday, Saturday and Sunday. Don't miss out on the fun.

JOIN US IN VEGAS!

Call our DMCA hotline — (714) 847-9940 — Tuesdays or Thursdays 10 AM to 3 PM for room reservations and information. First come — first served. Call today — space limited. SEE YOU THERE!

Save this Map and Schedule — DMCA Hospitality Suite — Imperial Palace Hotel



Schedule

Thursday, October 6

10:00 - 11:30... INDY CAR Practice
12:00 - 1:30... TRANS-AM Practice
2:30 - 3:30... INDY CAR Practice
4:00 - 5:30... TRANS-AM Qualifying

Friday, October 7

9:30 - 10:30... INDY CAR Practice
11:00 - 12:00... INDY CAR Practice
12:30 - 1:30... TRANS-AM Qualifying
2:30 - 4:00... INDY CAR Qualifying
4:30 - 5:00... INDY CAR Practice

Saturday, October 8

9:30 - 10:15... NASCAR West Practice
11:00 - 11:30... TRANS-AM Warm-up
12:30 - 2:30... CAESARS PALACE
GRAND PRIX INDY
CAR RACE
3:30 - 4:30... TRANS-AM RACE
5:15 - 5:45... NASCAR West Qualifying

Sunday, October 9

10:00 - 11:00... NASCAR West Qualifying
12:30 - 2:00... NASCAR West RACE

DMCA HOSPITALITY SUITE OPENED FRI.—SAT.—SUN.

SEE YOU IN VEGAS!

SUBJECT: AUTOMATIC TRANSMISSION ADJUSTMENT AND CHECK PROCEDURES

In the event an automatic transmission complaint arises regarding shifting and/or operating irregularities, perform the following sequence of checks and adjustments.

Checking and Adding Automatic Transmission Fluid

1. Ensure that the vehicle is parked on level ground and the parking brake is applied.
2. With the selector lever in the "P" position, start the engine and run until coolant fans operate.

Note: A/C off.

3. Check the fluid level with the transmission selector in the "P" Park position and the engine running at idle. The fluid level, on the dipstick, should be checked when condition has been met in Step 2 using hot mark on transmission dipstick.
4. If additional fluid is necessary, add required amount through the automatic transmission dipstick tube to bring the level to the hot fill mark on the dipstick.

Note: Use ATF containing Dextron II. Do not over fill.

Throttle Adjustment

1. With the engine off, have an assistant depress the accelerator pedal fully while observing the throttle plates. Make sure the plates open fully. Adjust throttle cable, if necessary.

Microswitch Adjustment

1. Working in the engine compartment with the ignition off, open the throttle plates to the full throttle position.
2. Loosen the microswitch attaching screws and position the switch so that it is activated in the full throttle position (See illustration). Tab B should contact and activate Switch A at full throttle.
3. Tighten the switch attaching screws.
4. Disconnect wires at microswitch and, using an ohm meter, have an assistant depress the throttle to the floor and check to ensure that the microswitch is activated.

TECHNICAL TIPS

Service Tip — Speedo Cable

Two out of every five (40%) of the 60 mph speedo conversions sent in to DMCA had excessive grease being forced up into speedo head. As a service procedure reminder — the gearbox should either be lubed with the cable and housing disconnected or, after greasing, the inner cable should be removed and excessive grease wiped off. Otherwise, you'll "bugger" up the speedo head... de Editor

A Full Fuel Gauge for Every DeLorean

Do you fill your DeLorean up until fuel runs out of the overflow and your gauge still won't register full... is that buggin' you? Well not anymore! A new recalibrated fuel sender unit Part No. 110555 has been introduced to replace defective units. If you want your gas gauge to read **FULL**, not **3/4**... order yours today by calling 714-847-9940, Tuesdays and Thursdays 10 AM to 3 PM California time. \$74.00 plus shipping and handling charges.

DMCA De Lorean Motor Club of America, Inc.

DMCA Urgent Club Business Can Be Discussed By Dialing

(714) 847-9940

Tuesdays or Thursdays only

10:00 AM to 3 PM — California Time

COLLECT CALLS WILL NOT BE ACCEPTED

DMCA

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Westminster, CA 92683

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TECHNICAL DIRECTOR, Patti Nolan
MEMBERSHIP DIRECTOR, SECRETARY-TREASURER,

THE COVER

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DATA

De Gull Wing is published by the De Lorean Motor Club of America, Inc., P.O. Box 944, Westminster, CA 92683. Subscription is part of DMCA membership dues and is mailed only to paid members. Member communications regarding address changes or chapter information should be addressed to the Executive Secretary at the above DMCA address.

Manuscripts, photographs and art will not be returned unless accompanied by a stamped, self-addressed envelope bearing sufficient postage. Photographs should be 8-inch by 10-inch glossy black and white. Manuscripts must be typewritten to be considered, and should be double spaced on one side only. Articles of a technical nature are especially popular but ALL articles will be given equal importance.

DISCLAIMER

While it is a primary service of the De Lorean Motor Club of America, Inc. to disseminate technical information, any maintenance technique or possible modification published in *De Gull Wing* should be weighed against conventional, traditional, and generally-accepted techniques and modifications. *De Gull Wing* should not be considered the authority on maintaining or improving De Loreans and the views expressed are those of the author of an article or person quoted. Although research has proceeded each article, the mention of a product, service or procedure herein does not constitute endorsement of it by the Club, its officers, employees, or *De Gull Wing*. Prudent owners should consider possible techniques or modifications in light of common sense compromises among economy, longevity, performance, reliability, driveability, legality, and resale value. Any modifications possibly affecting emissions or safety are the sole responsibility of the person performing them and when such possible modifications are presented in *De Gull Wing*, it is with the understanding that they will be used for racing AND NOT on public highways. It is also incumbent upon the owner of a De Lorean to consider the effect of any changes in his vehicle upon any warranty in force before undertaking any technique or modification. Failure to do so could result in denial of warranty coverage by De Lorean Motor Company. This publication and this organization **WILL NOT ASSUME LIABILITY** for any such consequences.

LETS GET TECHNICAL

SUBJECT: BAFFLE FUEL TANK

A modified new baffle Part No. 110155 for the fuel tank was introduced as of V.I.N. 4782.

The following instructions describe the installation steps of the new baffle.

Remove fuel pump and existing fuel baffle assembly. Discard baffle assembly.

Pre-Assembly of New Fuel Baffle Before Installation.

Figure 1
Fit grommet A to baffle B.

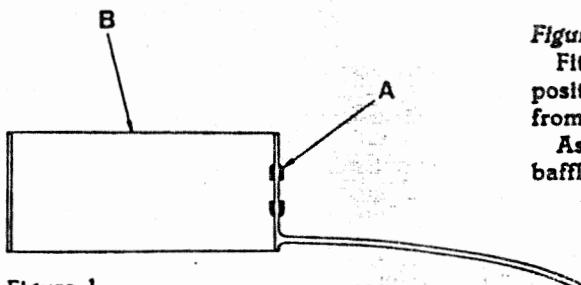


Figure 1

Figure 2
Assemble fuel supply hose C through grommet in baffle. Sleeve hose clip D onto hose and assemble hose to filter E ensuring maximum penetration and orientate as illustrated.

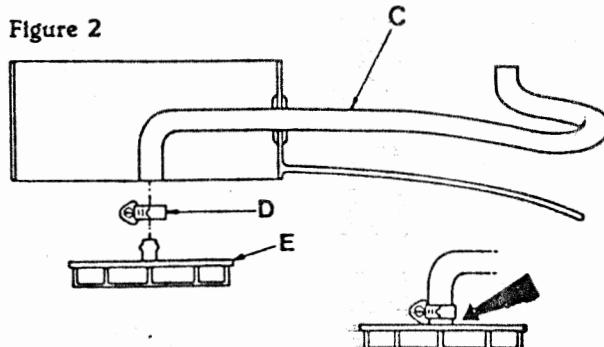


Figure 2

Figure 3
Fit baffle retainer spring inner F to baffle, ensuring spring legs are routed under the fuel feed hose.

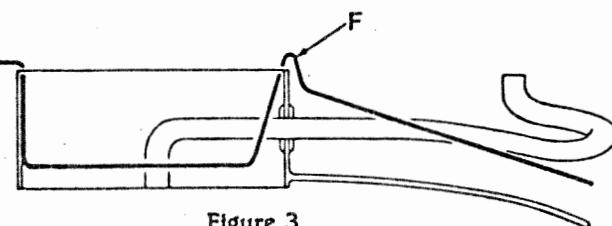


Figure 3

Figure 4
Fit hose clamp G to fuel return hose H and position hose clamp approximately 80mm from hose end.
Assemble baffle base J through stem of baffle through slot in base.

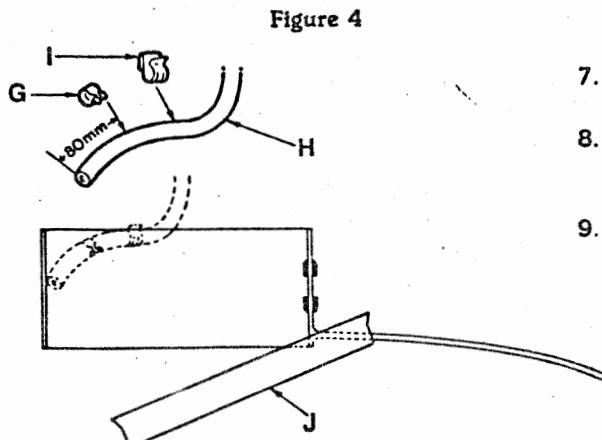


Figure 4

Installation of New Baffle into Fuel Tank

Figure 5

1. Slide baffle base close to end of baffle stem.
2. Squeeze baffle body as necessary to achieve entry of baffle into tank. Then squeeze baffle base to achieve entry into tank.
3. With baffle/base assembly suspended vertically, slide the slotted base along the stem until the rear edge of the baffle rim snaps into the location groove surrounding the corrugated ribs on the base.
4. Locate the baffle stem and retainer spring (inner) to the stud on the base of the tank.
5. Fit and position outer spring K under fuel flex feed hose (on baffle) and onto stud on base of fuel tank. (Do not locate spring on baffle edge at this stage.)
6. Loosely fasten baffle and (2) two baffle retainer springs to stud in fuel tank base.
7. Locate hooked legs of retainer spring (outer) to rim of baffle.
8. Finally tighten M6 nut to secure baffle and retainer springs to fuel tank stud L. (Do not over-tighten.)
9. Connect fuel feed pipe to pump and fit pump assembly to tank.

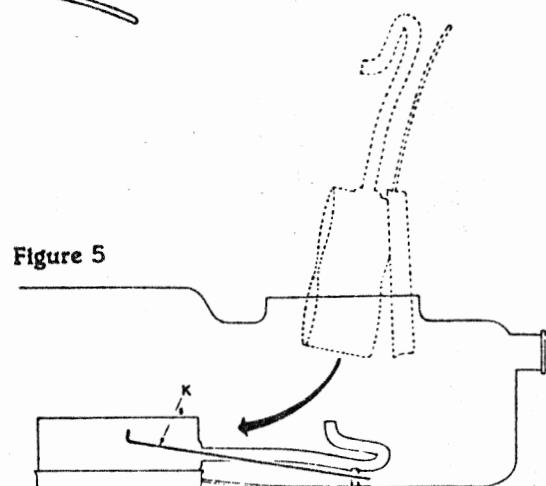


Figure 5

LETTERS TO de EDITOR

"Primarily, thank you for the invaluable information derived from "the Gull". Keep up the excellent work. Need a few more answers.

1. Shifting — bad problem, going from 1st to 2nd with a clean shift. Would a shift kit eliminate this and if so, what type or is there another solution?
2. Tuned exhaust — have you an alternative?
3. Turbo — twin versus single — what difference in horsepower 0-60 and top end?

I've had other minor problems of which most have been solved thanks to your magazine and the DeLorean Club of America." Sergio Tonin, B.C. Canada

Glad you are getting benefits from DeGull Wing, Sergio. We're glad to be able to help. First of all, concerning your shifting problem, you may need to purchase an adjustable clutch link (DMCA order form) or your gearshift cable may need adjusting. Last of all, you may need an adjustment of your gearshift linkage. One of these solutions should solve the problem. Sorry, Sergio, but at this time there is no alternative available for a tuned exhaust. As far as the difference between single and twin turbos — the single lets the car develop over 200-hp and 0-60 mph performance time of approximately 7.5 seconds. The twin system does it in one second less. Your choice. Also, the single turbo system is by far the easiest to install. Hope this all helps... de Editor

Heard today from Dave Anderson about a story in the Chicago Sun Times or the Tribune about some DeLoreans, Ferraris and Porsches that had a Bell Helicopter escort through Illinois and Wisconsin but still got busted. Anybody see that story? ... de Editor

"... I entered my DeLorean in a local car show and it was entered in the sports car category. To make things short, it was far superior to the other sports cars and took first place — no effort on my part. I just took the first prize money and went home..."

Bernie Smith, PA

Congratulations, Bernie!... de Editor

CLASSIFIED ADVERTISING

FREE TO DMCA MEMBERS — No Commercial Advertisers

De Gull Wing will publish two short (40 words or less) free classified advertisements for members in a calendar year. Additional ads and those ads placed by non-members must be accompanied by \$50 each. Ads in excess of 40 words will be subject to editing. Include membership number and complete name and address with your ad. Mail to: ADS—DMCA, P.O. Box 944, Westminster, CA 92683.

For display advertising rates call Tuesday or Thursday only, 10:00 A.M. to 3:00 P.M. at (714) 847-9940. Collect calls will not be accepted.

DMC Wheels For Sale: 1 Front, 1 Rear. (312) 498-1234.

Have Black Seat Covers (DMCA Sheepskins). Want to trade for gray or will sell the black for \$250.00. Good as new. Call DMCA, (714) 847-9940 Tues. - Thurs., 10 AM - 3 PM.

For Sale: \$16,000 — no negotiating — 1981 DeLorean 5 speed, under 7000 miles. Just serviced. (206) 226-8300. Ask for Austin.

For Sale: 1981 DeLorean, 16,000 miles — \$18,000 or best offer. (213) 316-6190 for John O'Hara. Serial No. 4548.

For Sale: Lady's 1981 DeLorean, 5-speed, gray interior, 5,600 miles. Pampered powder puff. \$23,500. Y'all call New Orleans, LA. (504) 838-2849, 455-3029.

1981 DeLorean 5 speed, 275 miles, Serial #3286, gray leather, no defects. \$25,000. Call Tim at (516) 694-4800, M-F, 9-4.

New Zealand sheepskin rugs for sale: \$75 single, \$150 double. Thick and beautiful top quality rugs. Bill Leeds, 148 Inclnd St., Vacaville, CA 95688. Postpaid. Thanks.

Due to illness: must sell 81 DeLorean — auto — low mileage — \$19,000.00. Also new Harris Delta 40 fully automatic radio telephone \$2,000.00, retails \$3,850.00. Phone (213) 790-1060.

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